

19092 7 JULY 1959

SECRET

AC/902  
ch/25  
9/21/59  
25  
25

PRIORITY

DIRECTOR

25X1A

DPD (1-2-3-4-5-6-7-8)

S/C (9)

ABC

DOCUMENT NO.  
NO CHANGE IN CLASS. (U)  
DECLASSIFIED  
CLASS. CHANGED TO: TS S  
NEXT REVIEW DATE: 2011  
AUTH: HR 70-2  
DATE: 2/11/81 REVIEWER: 037169

PRIORITY

TOR: 1953Z 7 JULY 1959

25X1A

25X1A

IN 02696

25X1A

3530

CTAL time 175 hours

25X1A

ATTN: MR. BISSELL. INFO: COL. BURKE, [REDACTED]

J-75 STATUS

1. AIRPLANE 342 FLIGHTS AS FOLLOWS:

NR 40 2 JULY - 4:20 - AUTOPILOT TEST AT HEAVY WEIGHT.

NR 41 6 JULY - 2:49 - ENGINE TEST.

AUTOPILOT TESTS HAVE RESULTED IN CHANGES IN THE BASIC SETTINGS. MAJOR IMPROVEMENTS IN AUTOPILOT OPERATION HAVE BEEN ACCOMPLISHED. TESTS ARE CONTINUING. THE ENGINE THAT HAS HAD A FLAMEOUT HISTORY WAS INSTALLED AND TESTS MADE ON FLIGHT 41. A FLAMEOUT WAS ENCOUNTERED AT 56,000 FEET. DATA ARE BEING ANALYZED.

2. AIRPLANE 358 FLIGHT AS FOLLOWS: 25X1A

NR 16 - 2 JULY - 1:52 - [REDACTED] ANSITION.

NR 17 - 2 JULY - 5:12 - [REDACTED] - B CAMERA.

NR 18 - 3 JULY - 6:13 - [REDACTED] CRUISE PERFORMANCE.

NR 19 - 4 JULY - 6:32 - [REDACTED] CAMERA.

NR 20 - 5 JULY - 6:33 - [REDACTED] - CRUISE PERFORMANCE.

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NR <sup>2</sup>/<sub>1</sub> - 6 JULY - 6340 - 25X1A - B CAMERA.

ENGINE OPERATION HAS BEEN EVIDENCED BY BANGING DURING CLIMB BETWEEN 40,000 AND 60,000 FEET. THIS CAN BE AVOIDED BY CLIMBING AT REDUCED POWER. OTHERWISE ENGINE OPERATION HAS BEEN SATISFACTORY. IMPROVEMENTS HAVE BEEN MADE IN THE AUTOPILOT PARTLY DUE TO RESULTS OF TESTS IN 342 AND OPERATION IS NOW CONSIDERED SATISFACTORY. SOME TROUBLE HAS BEEN EXPERIENCED WITH PRESSURIZATION OF THE EQUIPMENT BAY AT HIGH ALTITUDE. THIS PROBLEM IS BEING WORKED OUT. HIGH OIL TEMP CONTINUES TO LIMIT HIGH ALTITUDE PERFORMANCE. A MODIFIED HEAT EXCHANGER HAS BEEN INSTALLED ON NR 342 AND WILL BE TESTED ON NEXT FLIGHT.

3. AIRPLANE 351 IS BEING ASSEMBLED AND CHECKED OUT. INITIAL FLIGHT EXPECTED LATE THIS WEEK.

4. TOTAL FLIGHT TIME ON J-75 IS 175 HOURS.

END OF MESSAGE

S E C R E T